

**2005**

**Virginia Department of Transportation  
Daily Traffic Volume Estimates  
Including Vehicle Classification Estimates**

where available

**Jurisdiction Report**

**59**

Middlesex County  
Town of Urbanna

Prepared By

**Virginia Department of Transportation  
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation  
Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

**QA:** Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

**QC:** Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

 Interstate Route      Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

 US Route

 Virginia State Route

 Frontage Road (F precedes frontage route number)

 Secondary Route

### Special Routes

 Bus - Business Route

Bypass - Bypass Route

Truck - Truck Route

 ALT - Alternate Route

Wye - Wye Route connector

 P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

 The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Jurisdiction	Length	<b>AADT</b>	<b>QA</b>	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
(3) Greys Point Rd	Middlesex County	From: _____ 5.84	<b>6900</b>	<b>G</b>	95%	1%	1%	1%	2%	0%	F	0.085	F	0.57	7000	G
(3) (33) Puller Hwy	Middlesex County	From: _____ 3.45	<b>5400</b>	<b>G</b>	95%	1%	1%	1%	2%	0%	C	0.087	F	0.549	5500	G
(3) Twiggs Ferry Rd	Middlesex County	From: _____ 3.20	<b>6300</b>	<b>G</b>	95%	1%	1%	1%	2%	0%	F	0.09	F	0.519	6400	G
(17) (33) Gloucester Rd	Middlesex County	From: _____ 0.81	<b>12000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.081	F	0.508	13000	G
(17)	Middlesex County	From: _____ 1.02	<b>5400</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.079	F	0.514	5700	G
(17) Tidewater Trail	Middlesex County	From: _____ 2.79	<b>6600</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.083	F	0.500	6900	G
(17)	Middlesex County	From: _____ 2.38	<b>5100</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.086	F	0.523	5400	G
(17)	Middlesex County	From: _____ 7.46	<b>5600</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.079	F	0.545	5800	G
Bus (17) (33) Gloucester Rd	Middlesex County	From: _____ 0.80	<b>7500</b>	<b>G</b>	92%	1%	3%	1%	3%	0%	C	0.08	F	0.503	7700	G
Bus (17) School Rd	Middlesex County	From: _____ 0.83	<b>3400</b>	<b>G</b>	92%	1%	3%	1%	3%	0%	F	0.091	F	0.516	3500	G
(33) (17) Gloucester Rd	Middlesex County	From: _____ 0.81	<b>12000</b>	<b>G</b>	98%	0%	1%	1%	1%	0%	F	0.081	F	0.508	13000	G
(33) (17) Gloucester Rd	Middlesex County	From: _____ 0.80	<b>7500</b>	<b>G</b>	92%	1%	3%	1%	3%	0%	C	0.08	F	0.503	7700	G
(33) Puller Highway	Middlesex County	From: _____ 1.78	<b>9600</b>	<b>G</b>	94%	1%	1%	1%	2%	0%	C	0.086	F	0.561	9800	G
(33) Puller Highway	Middlesex County	From: _____ 2.93	<b>9100</b>	<b>G</b>	94%	1%	1%	1%	2%	0%	F	0.094	F	0.523	9300	G
(33) (3) Puller Hwy	Middlesex County	From: _____ 2.18	<b>9200</b>	<b>G</b>	94%	1%	1%	1%	2%	0%	F	0.095	F	0.526	9300	G
(33) (3) Puller Hwy	Middlesex County	From: _____ 3.45	<b>5400</b>	<b>G</b>	95%	1%	1%	1%	2%	0%	C	0.087	F	0.549	5500	G

Virginia Department of Transportation  
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 2005  
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 Middlesex Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
33 Puller Highway	Middlesex County	2.15	4400	G	97%	0%	1%	1%	1%	0%	F	0.094	F	0.511	4500	G
33 Puller Highway	Middlesex County	4.26	5400	G	97%	0%	1%	1%	1%	0%	C	0.09	F	0.516	5500	G
33 Puller Highway	Middlesex County	2.00	1000	G	97%	0%	1%	1%	1%	0%	F	0.11	F	0.548	1100	G
227	Middlesex County	2.35	4100	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.527	4200	G
227	Town of Urbanna (Maint: 59)	0.63	4100	N	97%	1%	1%	0%	1%	0%	N	0.093	N	0.527	4200	N

Virginia Department of Transportation  
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2005  
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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(F940)	0.07	NA				From: Dead End				NA			NA			
(F941)	0.06	NA				From: Dead End				NA			NA			
(F945)	0.06	NA				From: US 17				NA			NA			
(600)	0.20	40	R			From: Dead End				NA			NA		05/03/2000	
(601)	1.50	60	R			From: US 17				NA			NA		05/03/2000	
(602)	2.81	230	G	95%	0%	3%	1%	1%	0%	F	0.102	F	0.583	240	G	2005
(602)	2.78	1300	G	95%	0%	3%	1%	1%	0%	F	0.09	F	0.532	1300	G	2005
(602)	2.75	2300	G	95%	0%	3%	1%	1%	0%	C	0.093	F	0.580	2300	G	2005
(603)	1.30	640	G	96%	1%	2%	0%	1%	0%	F	0.1	F	0.527	650	G	2005
(603)	1.97	360	G	96%	1%	2%	0%	1%	0%	F	0.126	F	0.558	370	G	2005
(603)	2.33	510	G	96%	1%	2%	0%	1%	0%	C	0.11	F	0.623	520	G	2005
(604)	0.75	100	R			From: Dead End				NA			NA		05/14/2003	
(604)	1.00	240	R			From: 59-605 NORTH				NA			NA		05/14/2003	
(604)	2.05	70	R			From: 59-605 SOUTH				NA			NA		05/14/2003	
(605)	2.22	590	R			From: US 17				NA			NA		05/08/2000	
(605)	0.50	180	R			From: 59-604 SOUTH				NA			NA		05/08/2000	
(605)	0.80	20	R			From: 59-604 NORTH				NA			NA		05/14/2003	
(606)	3.29	120	R			From: Dead End				NA			NA		05/08/2003	
(606)	1.23	50	R			From: US 17 SOUTH				NA			NA		05/08/2003	
(607)	1.53	160	R			From: 59-666				NA			NA		05/03/2000	
(607)						To: US 17 NORTH				NA			NA		05/08/2003	
(608)	0.80	160	R			From: 59-602				NA			NA		05/23/2000	
(608)						To: 59-606				NA			NA		05/03/2000	
(608)						From: 59-640				NA			NA		05/23/2000	
(608)						To: Dead End				NA			NA		05/23/2000	

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(609)	1.84	270	R			From:	59-610						NA	NA	05/03/2000	
						To:	59-1030									
(610)	0.60	560	R			From:	59-602						NA	NA	05/03/2000	
						To:	59-609									
(610)	2.30	280	R			From:	59-609						NA	NA	05/03/2000	
						To:	59-640									
(611)	0.30	40	R			From:	Dead End						NA	NA	05/08/2003	
						To:	US 17									
(612)	2.60	300	R			From:	59-603						NA	NA	05/03/2000	
						To:	59-602									
(613)	0.40	70	R			From:	59-603						NA	NA	05/03/2000	
						To:	US 17									
(614)	0.80	70	R			From:	US 17 SOUTH						NA	NA	05/08/2003	
						To:	59-618									
(614)	0.50	70	R			From:	US 17 NORTH						NA	NA	05/08/2003	
						To:										
(615)	0.55	80	R			From:	Dead End						NA	NA	05/08/2003	
						To:	US 17									
(615)	1.80	140	R			From:	US 17						NA	NA	05/19/2003	
						To:	59-616									
(615)	0.99	1300	G	97%	1%	1%	0%	1%	0%	C	0.096	F	0.512	1400	G	2005
						To:	59-602 West									
(615)	1.00	450	R			From:	59-602 EAST						NA	NA	06/01/2000	
						To:										
(616)	1.42	1300	G	97%	1%	1%	0%	1%	0%	C	0.093	F	0.597	1300	G	2005
						To:	US 17									
(617)	0.17	290	R			From:	Bus US 17						NA	NA	05/23/2000	
						To:	59-698									
(617)	0.53	49	R			From:	Dead End						NA	NA	05/23/2000	
						To:										
(618)	4.22	90	R			From:	59-614						NA	NA	05/08/2003	
						To:	US 17 SOUTH									
(618)	0.08	210	R			From:	US 17 NORTH						NA	NA	06/04/2003	
						To:	Bus US 17 BUS, SR 33									
(618)	0.05	1300	R			From:	Bus US 17; SR 33						NA	NA	06/04/2003	
						To:	59-674									
(618)	1.35	360	R			From:	Dead End						NA	NA	06/04/2003	
						To:										
(619)	0.50	390	R			From:	59-629						NA	NA	05/08/2000	
						To:	59-620									
(619)	1.04	660	R			From:	59-668						NA	NA	05/08/2000	
						To:										

Virginia Department of Transportation  
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2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(619)	0.36	820	R			From:	59-668							NA	05/08/2000	
						To:	SR 33 EAST									
(619)	0.60	230	R			From:	SR 33 WEST							NA	05/17/2000	
						To:	59-669									
(619)	0.20	20	R			From:	Dead End							NA	05/17/2000	
						To:										
(620)	1.20	260	R			From:	59-619							NA	05/21/2003	
						To:	SR 33									
(620)	0.61	130	R			From:	Dead End							NA	05/21/2003	
						To:										
(621)	0.74	240	R			From:	SR 3							NA	05/21/2003	
						To:	Dead End									
(622)	0.77	3200	G	95%	1%	3%	1%	1%	0%	C	0.094	F	0.583	3200	G	2005
						To:	SR 3									
(623)	0.49	3300	G	94%	0%	4%	1%	1%	0%	C	0.092	F	0.581	3300	G	2005
						To:	59-622									
(623)	0.80	460	R			From:	59-622							NA	05/21/2003	
						To:										
(623)	0.10	170	R			From:	59-661							NA	05/21/2003	
						To:										
(623)	0.10	49	R			From:	59-704							NA	05/21/2003	
						To:	Dead End									
(624)	1.30	3300	G	95%	1%	2%	1%	1%	0%	C	0.089	F	0.568	3300	G	2005
						To:	59-626									
(624)	1.20	470	R			From:	59-623							NA	05/21/2003	
						To:	SR 3									
(625)	1.40	350	R			From:	SR 3							NA	05/11/2000	
						To:										
(625)	3.00	490	G	99%	0%	1%	0%	0%	0%	C	0.114	F	0.615	500	G	2005
						To:	59-628									
(626)	0.43	3900	G	97%	1%	1%	0%	1%	0%	C	0.086	F	0.525	4000	G	2005
						To:	59-624									
(626)	1.10	580	R			From:	59-624							NA	05/11/2000	
						To:	59-625 WEST									
(626)	1.30	430	R			From:	59-625 EAST							NA	05/17/2000	
						To:	Dead End									
(627)	1.10	160	R			From:	59-625							NA	05/17/2000	
						To:	Dead End									
(628)	1.00	1000	G	97%	0%	2%	0%	0%	0%	C	0.1	F	0.59	1000	G	2005
						To:	SR 33									
(628)	0.45	720	R			From:	59-625							NA	05/15/2000	
						To:	59-702									

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						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(628)	0.85	160	R			From: 59-702								NA	05/15/2000	
						To: Dead End										
(629)	2.50	890	G	99%	0%	0%	0%	1%	0%	F	0.092	F	0.643	900	G	2005
						From: 59-707										
(629)	4.14	920	G	99%	0%	0%	0%	1%	0%	C	0.105	F	0.671	930	G	2005
						From: 59-619										
						To: SR 33										
(630)	0.70	110	R			From: Dead End								NA	05/11/2000	
						To: SR 3										
(630)	1.00	1600	G	95%	0%	3%	1%	1%	0%	C	0.101	F	0.562	1600	G	2005
						To: SR 33										
(631) North End Rd	0.77	870	R			From: SR 33 Puller Highway								NA	05/27/2003	
						To: 59-716										
(631) North End Rd	0.04	550	R			From: 59-716								NA	05/27/2003	
						To: 59-712										
(631) North End Rd	0.59	130	R			From: 59-712								NA	05/27/2003	
						To: 59-709										
(632)	0.90	240	R			From: Dead End								NA	06/04/2003	
						To: 59-633										
(633)	0.62	320	R			From: Dead End								NA	06/04/2003	
						To: 59-632										
(633)	0.80	540	R			From: 59-632								NA	06/04/2003	
						To: SR 33										
(634)	1.00	290	R			From: SR 33								NA	05/17/2000	
						To: Dead End										
(635)	0.80	50	R			From: Dead End								NA	05/08/2003	
						To: 59-602										
(636) Timberneck Rd	1.30	630	G	96%	0%	3%	0%	0%	0%	C	0.094	F	0.557	640	G	2005
						To: Dead End										
(637)	1.25	560	R			From: 59-602								NA	05/14/2003	
						To: 59-656										
(637)	0.10	60	R			From: 59-656								NA	05/14/2003	
						To: Dead End										
(638)	0.30	70	R			From: SR 33 WEST								NA	05/17/2000	
						To: SR 33 EAST										
(639)	0.30	600	R			From: SR 33								NA	05/21/2003	
						To: 59-713										
(639)	0.39	200	R			From: 59-713								NA	05/21/2003	
						To: Dead End										
(640)	2.30	800	G	94%	1%	1%	1%	3%	0%	C	0.106	F	0.575	820	G	2005
						From: US 17										
(640)	2.45	530	G	94%	1%	1%	1%	3%	0%	F	0.112	F	0.646	540	G	2005
						To: 59-679										
						To: 59-651										

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Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(640)	0.20	280	R								NA		NA		05/14/2003
(640)	0.35	20	R								NA		NA		05/14/2003
(641)	0.80	130	R								NA		NA		05/21/2003
(641)	0.44	380	R								NA		NA		05/21/2003
(642)	0.02	220	R								NA		NA		05/03/2000
(643)	0.40	280	R								NA		NA		05/27/2003
(643)	0.40	49	R								NA		NA		05/27/2003
(644)	1.00	70	R								NA		NA		05/08/2000
(645)	1.57	240	R								NA		NA		05/21/2003
(646)	0.04	730	R								NA		NA		05/11/2000
(646)	0.78	180	R								NA		NA		05/11/2000
(647)	0.63	40	R								NA		NA		05/08/2003
(648)	1.97	120	R								NA		NA		05/14/2003
(650)	0.15	10	R								NA		NA		05/27/2003
(650)	0.08	30	R								NA		NA		05/27/2003
(651)	0.65	90	R								NA		NA		05/23/2000
(651)	0.52	30	R								NA		NA		05/14/2003
(652)	0.45	550	R								NA		NA		06/04/2003
(652)	0.05	140	R								NA		NA		06/04/2003
(653)	0.34	20	R								NA		NA		05/11/2000

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(654)	0.50	90	R			From: Dead End					NA		NA		05/27/2003
						To: SR 33									
(655)	0.21	40	R			From: Dead End					NA		NA		05/11/2000
						To: SR 3									
(656)	0.40	200	R			From: 59-637					NA		NA		05/23/2000
						To: Dead End									
(657)	1.09	290	R			From: SR 3					NA		NA		05/17/2000
						To: Dead End									
(658)	0.55	40	R			From: 59-695					NA		NA		05/08/2003
						To: Dead End									
(659)	0.13	220	R			From: Dead End					NA		NA		05/27/2003
						To: 59-636									
(660)	0.34	200	R			From: Dead End					NA		NA		05/27/2003
						To: 59-683									
(660)	0.16	490	R			From: SR 33					NA		NA		05/27/2003
						To: Dead End									
(660)	0.09	20	R			From: SR 33					NA		NA		06/04/2003
						To: Dead End									
(661)	0.20	6	R			From: 59-623					NA		NA		05/17/2000
						To: Dead End									
(662)	0.40	70	R			From: SR 33; 59-688					NA		NA		05/27/2003
						To: Dead End									
(663)	1.01	320	R			From: 59-646; 59-699					NA		NA		05/11/2000
						To: Dead End									
(664)	0.17	90	R			From: Dead End					NA		NA		05/15/2000
						To: 59-672									
(664)	0.15	270	R			From: 59-672					NA		NA		05/15/2000
						To: 59-652									
(665)	0.40	60	R			From: Dead End					NA		NA		05/08/2003
						To: US 17; 59-616									
(666)	1.23	30	R			From: Dead End					NA		NA		05/08/2003
						To: 59-606									
(667)	0.40	70	R			From: 59-629					NA		NA		05/21/2003
						To: Dead End									
(668)	0.40	180	R			From: Dead End					NA		NA		05/08/2000
						To: 59-619									
(669)	0.60	120	R			From: 59-619					NA		NA		05/21/2003
						To: Dead End									

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(670)	0.58	NA				From: Dead End					NA		NA		
						To: 59-640									
(671)	0.16	80	R			From: Dead End					NA		NA	05/23/2000	
						To: Bus US 17									
(672)	0.65	130	R			From: 59-664					NA		NA	06/04/2003	
						To: Dead End									
(673)	0.51	110	R			From: SR 33					NA		NA	05/17/2000	
						To: Dead End									
(674)	0.16	230	R			From: 59-618					NA		NA	06/04/2003	
						To: 59-706									
(675)	0.05	230	R			From: SR 33					NA		NA	05/23/2000	
						To: 59-674									
(676)	2.27	560	R			From: 59-602					NA		NA	05/14/2003	
						To: Dead End									
(677)	0.52	120	R			From: 59-636					NA		NA	05/27/2003	
						To: Dead End									
(678)	0.41	120	R			From: SR 3					NA		NA	05/11/2000	
						To: Dead End									
(679)	0.35	60	R			From: 59-640					NA		NA	05/14/2003	
						To: Dead End									
(680)	0.74	350	R			From: 59-602					NA		NA	06/01/2000	
						To: Dead End									
(681)	0.63	80	R			From: SR 33					NA		NA	05/17/2000	
						To: Dead End									
(682)	0.32	120	R			From: 59-640					NA		NA	05/23/2000	
						To: Dead End									
(683)	0.33	270	R			From: Dead End					NA		NA	05/27/2003	
						To: 59-660									
(684)	0.86	540	R			From: 59-602					NA		NA	06/01/2000	
						To: Dead End									
(685)	0.15	10	R			From: Dead End					NA		NA	05/14/2003	
						To: 59-651									
(686)	0.55	210	R			From: 59-622					NA		NA	05/21/2003	
						To: Dead End									
(687)	0.50	60	R			From: US 17					NA		NA	05/08/2003	
						To: Dead End									
(688)	0.24	230	R			From: SR 33; 59-662					NA		NA	05/27/2003	
						To: Dead End									

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(689)	0.13	30	R			From: 59-659					NA		NA		05/27/2003
						To: 59-636									
(690)	1.42	930	R			From: Dead End					NA		NA		05/21/2003
						To: 59-629									
(691)	0.25	30	R			From: 59-602					NA		NA		05/23/2000
						To: 59-602									
(692)	0.06	40	R			From: Dead End					NA		NA		06/04/2003
						To: 59-701									
(692)	0.09	90	R			From: NA					NA		NA		06/04/2003
						To: Bus US 17									
(693)	2.94	70	R			From: 59-640					NA		NA		05/23/2000
						To: Dead End									
(694)	0.52	60	R			From: 59-663					NA		NA		05/08/2003
						To: Dead End									
(695)	1.06	70	R			From: US 17					NA		NA		1997
						To: 59-602									
(696)	0.49	46	R			From: SR 33					NA		NA		05/17/2000
						To: Dead End									
(697)	0.17	60	R			From: Bus US 17					NA		NA		05/23/2000
						To: 59-698									
(698)	0.07	30	R			From: 59-617					NA		NA		05/23/2000
						To: 59-697									
(699)	0.31	270	R			From: 59-646; 59-663					NA		NA		05/11/2000
						To: Dead End									
(700)	0.06	130	R			From: Dead End					NA		NA		05/08/2000
						To: 59-629									
(701)	0.06	20	R			From: 59-692					NA		NA		06/04/2003
						To: 59-671									
(702)	0.79	540	R			From: 59-628					NA		NA		05/15/2000
						To: Dead End									
(703)	0.78	360	R			From: Dead End					NA		NA		06/04/2003
						To: SR 33									
(704)	0.39	110	R			From: 59-623					NA		NA		05/17/2000
						To: Dead End									
(705)	0.46	360	R			From: Dead End					NA		NA		05/08/2000
						To: 59-629									
(706)	0.07	190	R			From: SR 33					NA		NA		05/23/2000
						To: Dead End									

Virginia Department of Transportation  
Traffic Engineering Division

2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(707)	0.34	1200	R											NA	05/11/2000
(707)	0.07	1200	R											NA	05/11/2000
(707)	0.30	730	G	90%	1%	1%	6%	1%	0%	C	0.102	F	0.507	750	G 2005
(708)	1.40	110	R											NA	05/11/2000
(709)	0.25	80	R											NA	05/27/2003
(710)	0.35	400	R											NA	05/15/2000
(711)	0.08	40	R											NA	05/08/2000
(712)	1.07	410	R											NA	05/15/2000
(713)	0.55	140	R											NA	05/21/2003
(714)	0.34	150	R											NA	05/27/2003
(715)	0.15	40	R											NA	06/01/2000
(716)	0.07	220	R											NA	05/27/2003
(717)	0.19	200	R											NA	05/27/2003
(718)	0.15	130	R											NA	05/27/2003
(719)	0.34	6	R											NA	05/08/2000
(720)	0.12	110	R											NA	05/15/2000
(720)	0.17	80	R											NA	05/15/2000
(721)	0.02	20	R											NA	05/15/2000
(725)	0.70	280	R											NA	05/11/2000

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(727)	0.20	40	R			From: 59-625					NA		NA		05/17/2000	
						To: Dead End										
(730)	0.10	660	R			From: SR 3					NA		NA		05/23/2000	
						To: Dead End										
(740)	0.13	110	R			From: Dead End					NA		NA		05/21/2003	
						To: 59-620										
<b>Town of Urbanna</b>																
(1001)	0.33	960	G	99%	0%	0%	0%	0%	0%	C	0.103	F	0.582	980	G	2005
						From: 59-1006										
(1001)	0.14	570	G	99%	1%	0%	0%	0%	0%	F	0.123	F	0.563	580	G	2005
						From: 59-1007										
(1001)	0.18	230	G	99%	1%	0%	0%	0%	0%	C	0.123	F	0.607	230	G	2005
						To: 59-1014										
(1002)	0.23	380	R			From: Dead End					NA		NA		05/19/2003	
						To: SR 227; 59-1005										
(1003)	0.12	900	R			From: 59-1009					NA		NA		05/19/2003	
						To: SR 227										
(1004)	0.05	140	R			From: Dead End					NA		NA		05/19/2003	
						To: SR 227										
(1005)	0.25	770	G	99%	0%	0%	1%	0%	0%	C	0.101	F	0.551	780	G	2005
						From: 59-1006										
(1005)	0.15	590	G	99%	0%	0%	1%	0%	0%	F	0.102	F	0.594	600	G	2005
						From: 59-1007										
(1005)	0.09	230	R							NA			NA		05/19/2003	
						To: 59-1013										
(1005)	0.06	100	R			From: 59-1008					NA		NA		05/19/2003	
						To: 59-1001										
(1006)	0.10	250	G	97%	1%	0%	1%	0%	0%	C	0.115	F	0.5	250	G	2005
						From: 59-1005										
(1006)	0.14	100	R			To: Dead End					NA		NA		05/19/2003	
						From: 59-1001										
(1007)	0.10	70	R							NA			NA		05/19/2003	
						To: 59-1005										
(1007)	0.07	220	R			From: 59-1022					NA		NA		05/19/2003	
						To: 59-1001										
(1008)	0.13	80	R							NA			NA		05/19/2003	
						To: 59-1014										
(1009)	0.04	1000	R			From: 59-1003					NA		NA		05/19/2003	
						To: SR 227										
<b>Middlesex County</b>																
(1010)	0.08	45	R			From: Dead End					NA		NA		05/14/2003	
						To: 59-1023 SOUTH										

Virginia Department of Transportation  
Traffic Engineering Division

2005  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(1010)	0.17	160	R			From:	59-1023 SOUTH				NA		NA	05/14/2003	
						To:	59-1016								
(1010)	0.14	260	R			From:	29-1016				NA		NA	05/14/2003	
						To:	59-1023 NORTH								
(1010)	0.19	900	R			From:					NA		NA	05/14/2003	
						To:	SR 227								
<b>Town of Urbanna</b>															
(1010)	0.05	480	R			From:	SR 227				NA		NA	05/19/2003	
						To:	59-1025								
(1010)	0.06	370	R			From:					NA		NA	05/19/2003	
						To:	59-1019								
(1010)	0.08	230	R			From:					NA		NA	05/19/2003	
						To:	59-1020								
<b>Middlesex County</b>															
(1011)	0.50	350	R			From:	Dead End				NA		NA	05/14/2003	
						To:	59-602								
<b>Town of Urbanna</b>															
(1012)	0.30	260	R			From:	Dead End				NA		NA	05/19/2003	
						To:	59-1005								
(1013)	0.17	100	R			From:	59-1001				NA		NA	05/19/2003	
						To:	59-1014								
(1014)	0.19	100	R			From:	59-1001				NA		NA	05/19/2003	
						To:	59-1013								
(1015)	0.11	160	R			From:	SR 227				NA		NA	05/19/2003	
						To:	ECL Urbanna								
<b>Middlesex County</b>															
(1016)	0.25	80	R			From:	Dead End				NA		NA	05/14/2003	
						To:	59-1010								
<b>Town of Urbanna</b>															
(1017)	0.04	510	R			From:	SR 227				NA		NA	05/19/2003	
						To:	Dead End								
(1018)	0.13	140	R			From:	Dead End				NA		NA	05/19/2003	
						To:	59-1001								
(1019)	0.12	100	R			From:	59-1021				NA		NA	05/19/2003	
						To:	59-1001								
(1020)	0.05	70	R			From:	Dead End				NA		NA	05/19/2003	
						To:	59-1021								
(1020)	0.12	170	R			From:					NA		NA	05/19/2003	
						To:	59-1001								
(1021)	0.14	70	R			From:	59-1019				NA		NA	05/19/2003	
						To:	Dead End								

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Town of Urbanna</b>															
(1022)	0.04	30	R								NA		NA		05/19/2003
(1022)	0.05	110	R								NA		NA		05/19/2003
<b>Middlesex County</b>															
(1023)	0.06	280	R								NA		NA		05/14/2003
(1023)	0.24	60	R								NA		NA		05/14/2003
(1023)	0.06	80	R								NA		NA		05/14/2003
(1024)	0.22	270	R								NA		NA		05/14/2003
(1024)															
<b>Town of Urbanna</b>															
(1025)	0.06	8	R								NA		NA		05/19/2003
(1025)															
(1026)	0.06	30	R								NA		NA		05/19/2003
(1026)															
(1027)	0.06	130	R								NA		NA		05/19/2003
(1027)															
(1028)	0.12	140	R								NA		NA		05/19/2003
(1028)															
<b>Middlesex County</b>															
(1030)	0.04	50	R								NA		NA		05/03/2000
(1030)															
(1030)	0.09	70	R								NA		NA		05/03/2000
(1030)															
(1031)	0.16	60	R								NA		NA		05/03/2000
(1031)															
(1031)	0.03	20	R								NA		NA		05/03/2000
(1031)															
(1032)	0.24	30	R								NA		NA		05/14/2003
(1032)															
(1032)	0.16	20	R								NA		NA		05/14/2003
(1032)															
(1033)	0.04	8	R								NA		NA		05/03/2000
(1033)															
(1035)	1.56	370	R								NA		NA		05/11/2000
(1035)															
(1036)	0.66	90	R								NA		NA		05/11/2000
(1036)															

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(1037)	0.92	110	R			Cul-de-Sac					NA		NA	NA	05/21/2003
						To:	59-1035								
(1038)	0.19	NA				Cul-de-Sac					NA		NA		
						To:	59-1035								
(1038)	0.16	NA									NA		NA		
						From:	Cul-de-Sac								
(1040)	1.11	100	R			Dead End					NA		NA	NA	05/27/2003
						To:	SR 33								
						From:	SR 33								
(1041)	0.78	270	R								NA		NA	NA	06/04/2003
						To:	59-1090; 59-1091								
(1041)	0.48	130	R								NA		NA	NA	06/04/2003
						To:	59-1094								
						From:	59-1044								
(1042)	0.43	180	R								NA		NA	NA	06/04/2003
						To:	SR 33								
						From:	Cul-de-Sac								
(1043)	0.77	170	R								NA		NA	NA	06/04/2003
						To:	SR 33								
						From:	Cul-de-Sac								
(1044)	0.40	50	R								NA		NA	NA	06/04/2003
						To:	59-1043								
						From:	59-615								
(1045)	0.14	110	R								NA		NA	NA	06/01/2000
						To:	Cul-de-Sac								
						From:	Cul-de-Sac								
(1046)	0.13	130	R								NA		NA	NA	06/01/2000
						To:	59-615								
						From:	Cul-de-Sac								
(1047)	0.18	80	R								NA		NA	NA	06/01/2000
						To:	Cul-de-Sac								
						From:	Cul-de-Sac								
(1050)	0.09	40	R								NA		NA	NA	06/01/2000
						To:	59-676								
						From:	Cul-de-Sac								
(1051)	0.09	50	R								NA		NA	NA	06/01/2000
						To:	59-676								
						From:	Cul-de-Sac								
(1052)	0.26	140	R								NA		NA	NA	06/01/2000
						To:	59-676								
						From:	59-676								
(1053)	0.06	40	R								NA		NA	NA	06/01/2000
						To:	59-1054								
						From:	Cul-de-Sac								
(1054)	0.12	30	R								NA		NA	NA	06/01/2000
						To:	59-1053								
						From:	59-1053								
(1054)	0.08	10	R								NA		NA	NA	06/01/2000
						To:	Cul-de-Sac								
						From:	Cul-de-Sac								
(1055)	0.09	40	R								NA		NA	NA	06/01/2000
						To:	59-1056								
						From:	59-1056								
(1055)	0.19	90	R								NA		NA	NA	06/01/2000
						To:	59-676								
						From:	59-676								

Virginia Department of Transportation  
Traffic Engineering Division

2005

Annual Average Daily Traffic Volume Estimates By Section of Route  
Middlesex Operational Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(1056)	0.10	49	R			Cul-de-Sac					NA		NA		06/01/2000	
						From:										
						To:	59-1055									
(1057)	0.11	NA				Cul-de-Sac					NA		NA			
						From:										
						To:	59-676									
(1060)	0.13	250	R			SR 3					NA		NA		06/04/2003	
						From:										
						To:	59-1061									
(1061)	0.99	70	R			Dead End					NA		NA		06/04/2003	
						From:										
						To:	Cul-de-Sac									
(1062)	0.07	30	R			59-1061					NA		NA		06/04/2003	
						From:										
						To:	Cul-de-Sac									
(1063)	0.22	30	R			59-1061					NA		NA		06/04/2003	
						From:										
						To:	Cul-de-Sac									
(1064)	0.07	30	R			59-1061					NA		NA		06/04/2003	
						From:										
						To:	Cul-de-Sac									
(1070)	0.70	170	R			SR 227					NA		NA		05/19/2003	
						From:										
						To:	Cul-de-Sac									
(1071)	0.08	150	R			59-1070					NA		NA		05/19/2003	
						From:										
						To:	Cul-de-Sac									
(1072)	0.12	80	R			59-1071					NA		NA		05/19/2003	
						From:										
						To:	Cul-de-Sac									
(1080)	1.81	190	R			Dead End					NA		NA		06/04/2003	
						From:										
						To:	SR 3									
(1081)	0.26	40	R			59-1080					NA		NA		06/04/2003	
						From:										
						To:	Dead End									
(1082)	0.45	NA				59-1081					NA		NA			
						From:										
						To:	Dead End									
(1090)	0.16	NA				Cul-de-Sac					NA		NA			
						From:										
						To:	59-1041; 59-1091									
(1091)	0.64	NA				59-1041; 59-1090					NA		NA			
						From:										
						To:	59-1041									
(1092)	0.25	NA				59-1091					NA		NA			
						From:										
						To:	Cul-de-Sac									
(1093)	0.17	NA				59-1091					NA		NA			
						From:										
						To:	Cul-de-Sac									
(1094)	0.14	NA				Cul-de-Sac					NA		NA			
						From:										
						To:	Cul-de-Sac									
(1101)	0.70	510	G	96%	1%	3%	0%	1%	0%	C	0.097	F	0.547	520	G	2005
						From:										
						To:	SR 33									

Virginia Department of Transportation  
Traffic Engineering Division

2005

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						2Axle	3+Axle	1Trail	2Trail							
<b>Middlesex County</b>																
(1102)	1.13	720	G	94%	0%	5%	0%	0%	0%	C	0.101	F	0.507	740	G	2005
			From:	Dead End								To:	SR 33			
(1103)	0.50	150	R											NA		05/27/2003
			From:	SR 33								To:	59-1102			
(1104)	0.50	410	G	96%	1%	3%	0%	0%	0%	C	0.122	F	0.521	420	G	2005
			From:	Dead End								To:	59-1102			
(1105)	0.23	180	R											NA		05/27/2003
			From:	59-1102								To:	Dead End			
(1106)	0.12	230	R											NA		05/27/2003
			From:	SR 33								To:	Dead End			
(1107)	0.22	110	R											NA		05/27/2003
			From:	Dead End								To:	59-1101			
(1108)	0.33	110	R											NA		05/27/2003
			From:	Dead End								To:	59-1104			
(1109)	0.16	80	R											NA		05/27/2003
			From:	Dead End								To:	59-636			
(1110)	0.18	270	R											NA		05/27/2003
			From:	SR 33								To:	Dead End			
(1111)	0.43	220	R											NA		05/27/2003
			From:	Dead End								To:	59-1102			
(1112)	0.15	160	R											NA		05/27/2003
			From:	SR 33								To:	Dead End			
(1113)	0.28	110	R											NA		05/27/2003
			From:	Dead End								To:	SR 33			
(1120)	0.40	150	R											NA		05/15/2000
			From:	59-633								To:	59-1121			
(1121)	0.09	70	R											NA		05/15/2000
			From:	59-1124								To:	59-1123			
(1121)	0.06	100	R											NA		05/15/2000
			From:	SR 33								To:	59-1120			
(1121)	0.05	80	R											NA		05/15/2000
			From:	59-1120								To:	59-1122			
(1121)	0.01	6	R											NA		05/15/2000
			From:	59-1122								To:	Dead End			
(1122)	0.18	80	R											NA		05/15/2000
			From:	Cul-de-Sac								To:	59-1121			
(1123)	0.11	60	R											NA		05/15/2000
			From:	Cul-de-Sac								To:	59-1121			

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						2Axle	3+Axle	1Trail	2Trail						
<b>Middlesex County</b>															
(1124)	0.05	45	R			From:	59-1121				NA		NA	05/15/2000	
						To:	Cul-de-Sac								
(1130)	0.51	NA				From:	SR 33				NA		NA		
						To:	Dead End								
(9248)	0.17	NA				From:	59-620				NA		NA		
						To:	59-620								
(9256)	0.15	20	R			From:	SR 33				NA		NA	06/04/2003	
						To:	St Clair Walker Sch								
(9258)	0.15	220	R			From:	US 17				NA		NA	05/21/2003	
						To:	Middlesex High Sch								